SUBJECT No. 292.

Execution of works costing Rs. 5,000 and upwards under the task work system.

Messrs. H. Krishnasastri, Yalakkigowda and Somasetti, Krishnarajpete Taluk.

Summary of discussion.—The task work system may be applied in the cases of all works costing Rs. 5,000 and upwards as it is conducive to the work being well carried out and completed early.

Reply of Government.—Recorded.

RAILWAYS.

(Nos. 293 TO 300.)

SUBJECT No. 293.

A railway line from Rayadurga to Tumkur.

Mr. Audirajappa, Pavagada Taluk.

Summary of discussion.—A railway line from Rayadurga to Tumkur passing through Kalyandurga, Pavagada, Madaksira and Maddagiri may be constructed to open out these far away places in the interior for traffic.

Reply of Government.—Noted. Will be considered. Railway cess may be imposed by District Boards and lines constructed.

SUBJECT No. 294.

Construction of new railway lines.

Messrs. W. Thirumala Rao Chitaldrug Municipality and Gurusiddappa, Holalkere Taluk.

Summary of discussion.—The opening of railway lines such as—

(1) from Kottur to Rayadrug,
(2) from Rayadrug to Holalkere,
(3) from Kottur to Harihar,

will promote commercial activity.

Reply of Government.—This is a proposal requiring consideration after the more immediate wants of the State are complied with. Again, the District Boards ought to consider the question of levying a railway cess for the construction of Light Railway Lines.

SUBJECT No. 295.

A railway line from Mysore to Hassan.

Messrs. N. D. Venkataramaiya, Hole-Narsipur Taluk; Lakshminarasimhachar, and Channakesava setty, Hassan Taluk; S. Ramanna, Hassan Municipality; Dasappa, Arsikere Taluk; and Suryanarayana setty, Hassan District Board.

Summary of discussion.—The proposed railway connection between Mysore and Hassan *via* Hole-Narsipur may be undertaken early.

If it is not possible to connect Arsikere with Hassan by a railway line, Government may be pleased to arrange to run a Renard road-train between these two places, since there is very heavy traffic on the road.

Reply of Government.—Under consideration.

SUBJECT No. 296.

A through carriage between Shimoga and Bangalore.

Messrs. K. Shankaranarayana Rao, Shimoga Municipality; Bhavani Rao, Shimoga District Board, and B. Narasinga Rao Seringapatam Municipality.

Summary of discussion.—The need for a through composite carriage is very much felt by all persons that travel between Shimoga and Bangalore, especially when they travel from the Bangalore side. The mail trains in both directions arrive at Birur at inconvenient hours when passengers are asleep and they have consequently to undergo much inconvenience and annoyance from exposure to high wind, severe cold and rain. The Government may be pleased to address the Railway Authorities in the matter and arrange for the running of a through carriage between Shimoga and Bangalore.

Reply of Government.—The Agent of the Railway Company has stated that this is impracticable. But the question will again be taken up and considered.

SUBJECT No. 297.

Accommodation to 3rd class passengers in railway carriages.

Mr. Dasappa, Arsikere Taluk.

Summary of discussion.—Great inconvenience is felt by third class passengers for want of accommodation, so much so, that passengers are huddled together into carriages already over-crowded. Also these passengers are put into covered waggons like sheep in a pen. The Railway Authorities may be moved in the matter of making better arrangements in this direction.

Reply of Government.—Noted.

SUBJECT No. 298.

Third class carriages during jatras.

Messrs. Hutchviregowda, Gubbi Taluk; Sivananjappa, Tiptur Taluk and Subba Rao, Turvekere Sub-Taluk.

Summary of discussion.—During jatras and festivals, 3rd class passengers have often to travel in goods waggons for want of 3rd class carriages. It is suggested that arrangements be made for keeping a sufficient number of carriages for emergencies.

2. It is suggested that the M. S. M. Railway Company may be requested to make, in such seasons, more satisfactory arrangements for providing the necessary accommodation for passengers and giving them needful facilities for the purchase of tickets by deputing a sufficient number of subordinates and arranging for due supervision to prevent malpractices.

3. As there is always a rush in the 3rd class carriages, it is requested that the railway authorities may be moved to have an empty 3rd class carriage always available in each station for use as necessity arises.

4. The number of passengers that can be seated in a compartment is 8. Very often as many as 20 are huddled into a compartment and the inconvenience thereby caused is considerable. It is requested that the railway authorities may be asked to strictly and rigorously adhere to the rule on the subject.

Reply of Government.—Noted.

SUBJECT No. 299.

Waiting room for third class female passengers in railway stations.

Messrs. Venkatasamiah, E. Rama-Rao and Padmanna, Nanjangud Taluk.

Summary of discussion.—Separate waiting rooms for third class female passengers may be provided at the railway stations of the State.

Reply of Government.—Recorded.

SUBJECT No. 300.

Wire fencing to railway lines.

(*a*) Mr. Siddegowda, Mysore Taluk.
(*b*) Mr. Gurusiddappa, Holalkere Taluk.

Summary of discussion.—(*a*) Wire fence may be substituted for *boothale* hedges all along the railway line as this hedge affords shelter to venomous reptiles.

(b) No wire fencing is put on the Tumkur-Harihar railway line. Many cattle are lost thereby. It is therefore prayed that wire fencing may be put up early.

Reply of Government.—Noted.